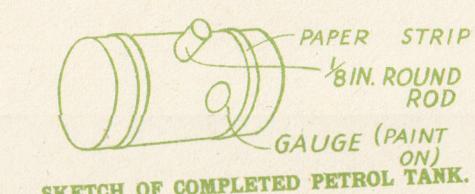
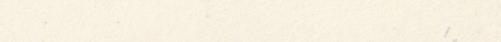
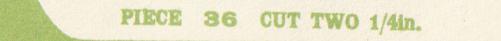
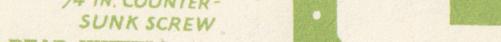
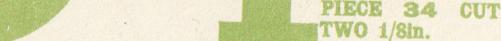
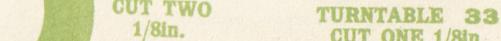
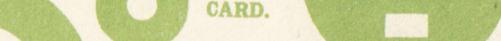
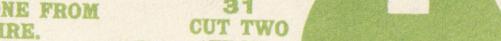
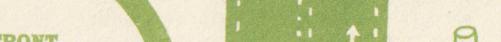
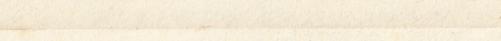
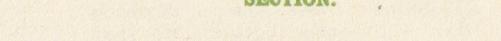


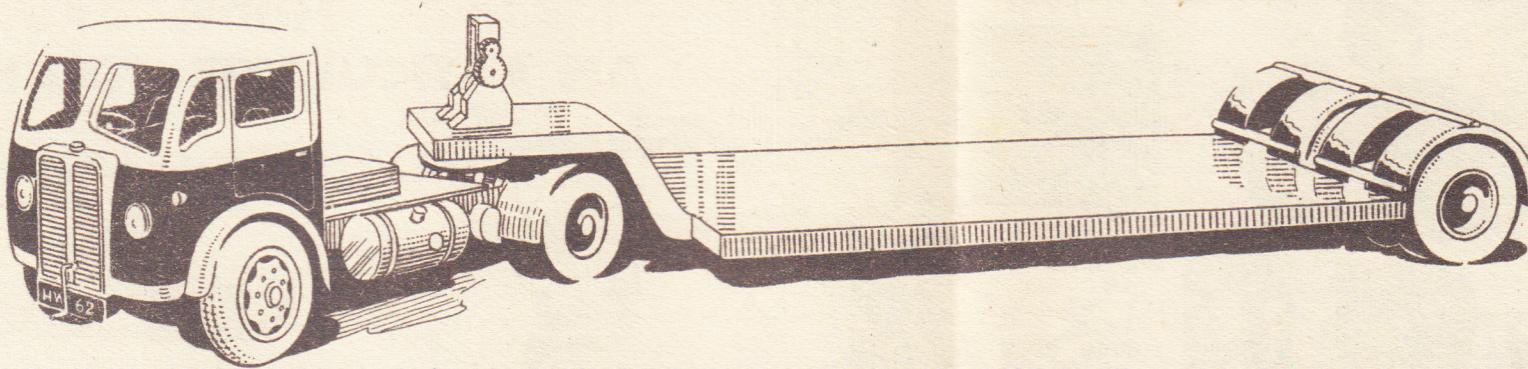
PETROL TANK 4 CUT ONE 1/8in. AND TWO 3/16in. GLUE TOGETHER AND ROUND OFF. SCREW TO 1



SKETCH OF COMPLETED PETROL TANK.



# MODEL ARTICULATED TRANSPORTER



**T**HIS striking little model is a reproduction of one of the out-size articulated transporters used for exceptional pieces of machinery. The size of the actual transporter can be gathered when you realise it is 14½ ins. long and incorporates no less than four wheels on its tail and six on the tractor portion of the front.

It is built by specialists in this type of work—Cranes (Dereham) Ltd., who supply this and other types of large trailer for export all over the world. The model, for which patterns are provided on the other side, is 14½ ins. long, and when completed and painted, is a pleasing replica of the actual article.

Its construction, however, is not to be recommended to the beginner unless he is conversant with reading patterns, and is nimble and able enough to work out constructional detail. This does not mean there is anything really difficult about it, but a complete study of parts and constructional detail must be made before beginning. The kit of wood provides the necessary material, apart from screws, glue, nails and odds and ends.

#### Sequence of Construction

The construction is according to the numerical order of the patterns. Study their position one with another, and particularly note where parts have to be chamfered or shaped. The model is in two units and can be built in that order. The cab and front tractor portion is pivoted on to the rear trailer by means of a stub pin. The model is, of course, finished with paint and as you proceed with its construction you must remember this and not fit on any pieces

angle of the seat back to allow the slope, and also the angle of the hole containing the steering wheel. The side view of piece 11 is shown shaded, giving the chamfer also. The wheel can be a tiny metal one or cut from card and fitted on the end of the steering column with a tiny nail. The complete unit is fitted centrally on the chassis with the front edge flush (see Fig. 2).

#### The Cabin

Now build the cabin from parts 14 to 18. Note the top of 14 projects slightly beyond 16 at the upper portion, and the way part 18 is stepped into the front. When this part 14 is fixed, it is shaped down to form the same curve as the side (16). The whole of this cab has to be rounded off, but before doing this, add the mudguard shaped and glued. All edges of the cab are rounded nicely (see Fig. 4) with Cellophane put behind the side windows, and the inside painted before the roof is finally added.

The front windows of transparent material are cut correctly to the two apertures. Glue a tiny angle of card or thin wood in the corners (see inset Fig. 4), and then tip the edges of the material and the corners with glue and set in place. Note in Fig. 4 also the tiny piece of thin card to form the back face of the mudguards. The lamps 21, 22 can be cut, and if necessary painted, or can be left to fix in place until later. Completion of the floor of this unit is carried on with pieces 23, 24, the rear view at Fig. 5 giving helpful details. Note the addition of Pump portions (25) which are glued on this side only, connecting with the back of the cab.

The back end of this chassis is open to allow the turntable portion upon which

with their top. 37 and 38 are glued between these girder pieces 36, which extend at the tail as seen. The floor covering the chassis is a piece of card (piece 40). Note the extension to 6 ins. at the rear of this pattern, and mark out accordingly before cutting. The narrow piece of card is glued over 37, carried down the slope and then glued along the chassis pieces 38 and 39.

Mounted on the front end (37) is the cable winch from parts 41 to 46. The various cog wheels are painted silver and the gear teething painted on the edge with black lines close to each other across the width. A short length of cord or thick thread can be wound round the drum (46) to indicate cabling, if you wish. Assemble these parts as Fig. 9 and then glue central to the part 40, as shown on the dotted lines of pattern.

Immediately on the underside of this front end is the turntable portion seen in Fig. 6. The two parts 34 are glued by the tenon into the table itself, and the washers 35 fit between them and the chassis pieces 1 and 2. It is advisable to bore holes through all pieces when assembled, to ensure they come opposite each other.

The pin running through must work loosely through pieces 34, in order there may be a certain amount of up and down play for the tractor. The turntable itself works loosely on a stub pin into the trailer portion and allows the horizontal turning required. Fit these pieces carefully to ensure accuracy, and even movement.

#### Mudguards

The fitting of the mudguards of the rear end can be done as complete units. They are in the end, glued in place on to

rounded cup of that part. The construction of the various wheels is given by sectional details on the sheet. A single disc is cut through the centre of which is driven the long thin screw. Around this screw is added the raised hub portion, and to form the thickness of the tyre a collar of wood is glued on. This collar should be shaped in section before being added, and then the plain disc portion is also rounded to complete the illusion of the tyre.

Where a double tyre is required, it merely means the solid back wheel is glued on to the front one and the whole lot screwed in place. The screw head is always covered by a disc cap which, of course, cannot be added until the wheels are fitted. The rear wheels of the trailer are shown at Fig. 11, and here the assembly is added.

#### Making the Wheels

The wheels are made and the washer glued to each as shown. Run a long screw through the outer wheel and disc, then through the chassis part and finally drive it into the second wheel. Make sure the hole in the chassis is large enough to allow the screw being used, to revolve quite freely. The pair of wheels then will revolve together, each pair being fixed to the chassis, as seen in Fig. 11. In this detail, too, you have a clear view of how the number plate, mileage plate and name plate are added. One of the mudguard assemblies is also shown lifted away for clarity.

Make sure now that all parts are clean and correct and paint the model over first with grey and then finally with the finished colours. The main parts can be red or a dark brown, with tyres grey, wings and mudguards, oil

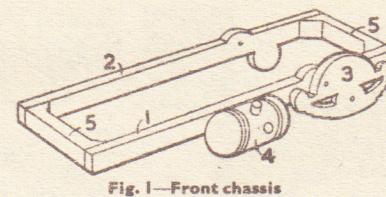


Fig. 1—Front chassis

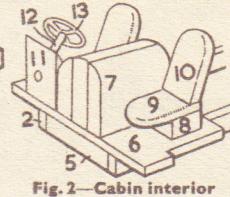


Fig. 2—Cabin interior

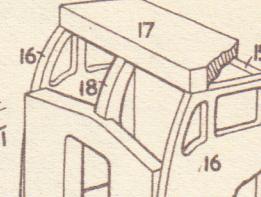


Fig. 3—Cabin cover parts



Fig. 4—Shaped cabin

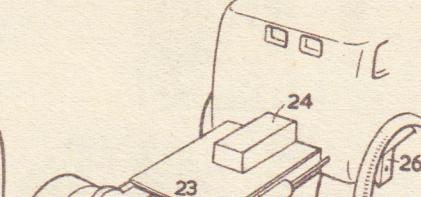


Fig. 5—The tractor chassis

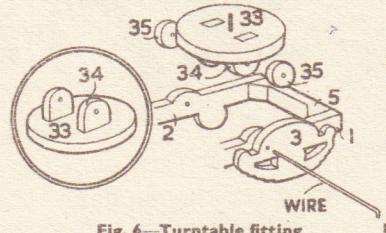


Fig. 6—Turntable fitting

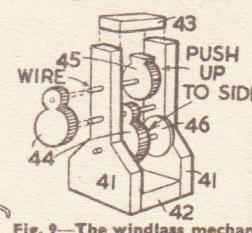


Fig. 7—Mudguard fixing

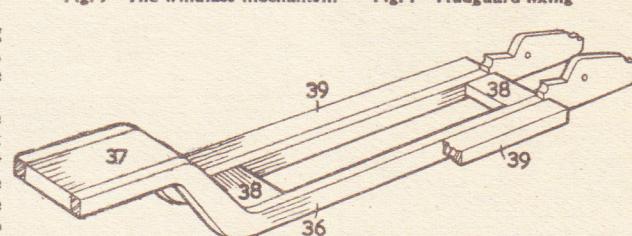


Fig. 8—Chassis of trailer portion

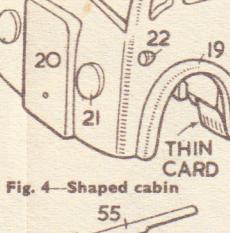


Fig. 9—The windlass mechanism

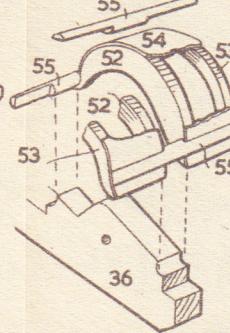


Fig. 10—Rear mudguards

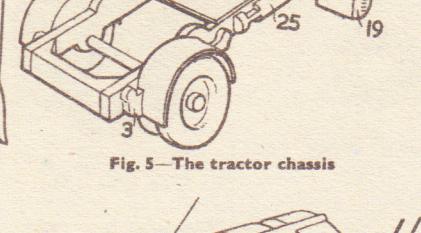


Fig. 11—View of back axle and mudguard

finally which prevent you painting behind. This applies, for instance, to the inside of the cab, behind the wheels, etc.

Mark the patterns off on to the wood accurately, cut them out with the fretsaw and put their number in pencil on the reverse side. Build up as far as possible as you go along, according to numerical order. Start with the chassis of the front portion, a detail of which is shown at Fig. 1. Before you make the framework of parts 1, 2 and 5, you must screw on the rounded petrol tank (No. 4), because otherwise you will not be able to get at the inside. Note the position of the spring pieces (3) as indicated by the dotted lines on the pattern of piece 2. Although not provided for on the design sheet, it is as well to add an axle piece between the two drop sides.

At the front end of this chassis, the cab is next built. Engine, steering and seating are put together as a complete unit (see Fig. 2). Build these on part 6, shaping each one carefully. Note the

actual trailer part is later pinned. The turntable is shown in Fig. 6, although the actual turntable itself is not fitted to the chassis until later, then it is added by the long wire pin driven through the hole indicated in the patterns concerned. To complete this tractor unit, add the back mudguards by gluing the shaped card shown over the top of the spring leaves already fitted to the side of the chassis (see Fig. 7).

#### Chassis Assembly

Now turn to the trailer chassis assembly seen in Fig. 8. Notice the flat parts (39) glued on edge to 36 and flush

the chassis girder (36) but this should not be done until the wheels and all their axles have been added. The mudguards can be made up in two pairs (see Fig. 10) from parts 52 to 55. Note the recessed portion in pieces 55 which form distance pieces between the framers (52).

The mudguard cover is, of course, of card glued on to the shaping portions before the cross strips 55 are added. Round these cross strips nicely, and see that when they are laid in place on the chassis girder (36) they rest in the

tank, etc., black and aluminium for the radiator front, lamps, wheel hubs, cable winch, assembly, etc. Line the door of the cab carefully, indicating the handle and add tiny additions as you think fit, such as number plates, mirrors, etc.

We are indebted to Cranes (Dereham) Ltd., Engineers and Trailer Builders, Dereham, for their assistance in the preparation of this model.